

Application No. 10/633,381
Amendment dated 07/31/2005 responding to Office Action dated 03/09/2005

AMENDMENTS

In the Claims

Please amend Claims 2, 7, 13, 20, 21, 23, 25, and 26, cancel Claims 1, 6, and 19, and add new Claims 27 and 28, as indicated below. This listing of Claims will replace all prior versions and listings of Claims in the application.

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LISTING OF THE CLAIMS

- 1 1. (Cancelled)
- 1 2. (Currently Amended) The steering and suspension apparatus of ~~claim 1~~ claim 7 further
2 comprising:
3 a pair of telescopic forks coupled to the triple clamps.
- 4 3. (Original) The steering and suspension apparatus of claim 2 wherein:
5 the telescopic forks contain neither spring components nor damping components.
- 1 4. (Original) The steering and suspension apparatus of claim 2 wherein:
2 the telescopic forks contain one of spring components and damping components.
- 1 5. (Original) The steering and suspension apparatus of claim 2 wherein:
2 the telescopic forks are ventilated to prevent pressurization during telescopic action.
- 1 6. (Cancelled)
- 1 7. (Currently Amended) A steering and suspension apparatus for coupling to a steering tube
2 of a vehicle frame, the steering tube defining a steering axis of the vehicle frame, the apparatus
3 comprising ~~The steering and suspension apparatus of claim 6 wherein:~~
4 an upper triple clamp;
5 a lower triple clamp;
6 an upper bearing;
7 a lower bearing;
8 a coil-over shock;
9 a fork buttress coupled to the telescopic forks; and
10 a shock tube,
11 (a) coupled to the upper triple clamp by the upper bearing and coupled to the
12 lower triple clamp by the lower bearing
13 (b) having a cavity coaxial with the steering axis within which the coil-over
14 shock is disposed, and

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15 (c) having an upper end coupled to the coil-over shock; wherein a lower end of
16 the coil-over shock is coupled to the fork buttress.

1 8. (Cancelled)

1 9. (Cancelled)

1 10. (Cancelled)

1 11. (Cancelled)

1 12. (Original) The steering and suspension apparatus of claim 2 wherein:
2 the telescopic forks have substantially inert suspension characteristics.

1 13. (Currently Amended) A steering and suspension apparatus for coupling to a steering tube
2 of a vehicle frame, the steering tube defining a steering axis of the vehicle frame, the apparatus
3 comprising: ~~The steering and suspension apparatus of claim 1 wherein:~~

4 an upper triple clamp;

5 a lower triple clamp;

6 an upper bearing;

7 a lower bearing;

8 a coil-over shock; and

9 a shock tube,

10 (a) coupled to the upper triple clamp by the upper bearing and coupled to the
11 lower triple clamp by the lower bearing

12 (b) having a cavity coaxial with the steering axis within which the coil-over
13 shock is disposed,

14 (c) having an upper end coupled to the coil-over shock, and

15 (d) ~~the shock tube includes~~ having a passageway whereby the coil-over shock can
16 be accessed for making suspension adjustments.

1 14. (Previously Amended) The steering and suspension apparatus of claim 13 wherein:
2 the coil-over shock is adjustable for at least one of,

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3 ride height,
4 spring preload,
5 rebound damping, and
6 compression damping.

1 15. (Previously Amended) The steering and suspension apparatus of claim 14 wherein:
2 the passageway facilitates access to the coil-over shock substantially coaxially with
3 respect to the steering axis.

1 16. (Cancelled)

1 17. (Cancelled)

1 18. (Cancelled)

1 19. (Cancelled)

1 20. (Currently Amended) The vehicle of ~~claim 19~~ claim 21 wherein:
2 the coil-over shock comprises all of the vehicle's front spring and damping components.

1 21. (Currently Amended) A two-wheeled vehicle comprising: The vehicle of claim 19
2 further comprising:
3 a frame including a steering tube defining a steering axis;
4 a shock tube disposed substantially coaxially within the steering tube;
5 an upper triple clamp and a lower triple clamp coupled to the shock tube;
6 a pair of sliding-tube forks each having an upper fork tube coupled to the upper triple
7 clamp and to the lower triple clamp, and a lower fork tube;
8 a coil-over shock disposed within the shock tube;
9 a front wheel rotatably coupled to the lower fork tubes; and
10 a fork buttress coupled to the lower fork tubes;
11 wherein a bottom end of the coil-over shock is coupled to the fork buttress.

1 22. (Previously Amended) The vehicle of claim 21 further comprising:
2 a pair of fork bottoms respectively coupled to the lower fork tubes.

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1 23. (Currently Amended) A two-wheeled vehicle comprising: The vehicle of claim 19

2 ~~wherein:~~

3 a frame including a steering tube defining a steering axis;

4 a shock tube disposed substantially coaxially within the steering tube wherein the shock
5 tube includes a passage therethrough substantially coaxial with the steering axis;

6 an upper triple clamp and a lower triple clamp coupled to the shock tube;

7 a pair of sliding-tube forks each having an upper fork tube coupled to the upper triple
8 clamp and to the lower triple clamp, and a lower fork tube;

9 a coil-over shock disposed within the shock tube;

10 a front wheel rotatably coupled to the lower fork tubes;

11 a pair of bearings rotatably coupling the shock tube to the steering tube; and

12 a top bolt coupling the shock tube to the upper triple clamp and having a passage
13 therethrough substantially coaxial with the steering axis;

14 wherein the coil-over shock includes a setting adjustment mechanism which is accessible
15 via the passages through the top bolt and the shock tube.

1 24. (Original) The vehicle of claim 23 wherein the setting adjustment mechanism adjusts at least
2 one of:

3 ride height;

4 spring preload;

5 rebound damping; and

6 compression damping.

1 25. (Currently Amended) The vehicle of ~~claim 19~~ claim 21 wherein the vehicle comprises a
2 motorcycle.

1 26. (Currently amended) The vehicle of ~~claim 19~~ claim 21 wherein the vehicle comprises a
2 bicycle.

1 27. (New) The vehicle of claim 23 wherein the vehicle comprises a motorcycle.

1 28. (New) The vehicle of claim 23 wherein the vehicle comprises a bicycle.

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